

new *Almida* and *Tait*, as well as *Zimla*, *Dakota*, and other older, and quite a crowd of the audacious rascals, besides no less than six of the big cutters. The Clyde Coalfield Yacht Club opened proceedings also last week, and have arranged a ladies' race for the 21st of June, which being the longest day means giving the largest possible allowance of daylight to the fair sailors.

The April revenue statement of the *Canadian Pacific Railway Company* was received in the market with a degree of satisfaction which, there is reason to believe, was little warranted by the real circumstances. Although there was a decrease of \$55,000 in the gross receipts for the month, the net earnings improved \$87,000 implying, therefore, that savings had been made to the extent of \$142,000. This brought out the result that for the four months of the current year the net earnings have increased \$64,000 notwithstanding that there was a decrease of as much as \$637,000 in the gross receipts.

In other words, we are asked to believe that the Company made savings amounting to \$637,000 during the whole period. This is not credible. That some savings may have been made is probable enough, but on the other hand it is tolerably certain that the road and rolling-stock cannot have had expended upon them the full amount required to keep them up to their full standard of efficiency. In that case the subject will have to be made good later on, and it would therefore be a mistake to infer from the present figures that the Canadian Pacific is making up losses.

There is no doubt that the Canadian Pacific Company is doing less work than was the case a year ago. The shrinkage in the gross receipts is, in fact, due to diminished rates and not to reduced freight. Consequently a legacy of heavy expenditure is being laid up for the future. When the price of the shares was thrown down to about 35 on the passing of the dividend I advised shareholders not to sell in a panic. But now that there has been a recovery to over 54 the price may be regarded as fully representing the intrinsic value of the shares, when if the capital account were closed, which it is not, the Company is badly in need of more money, which it will have to raise somehow before long. It cannot issue the balance of its preference stock, because the terms would be ruinously low, and its debenture powers are, within a few hundred thousand dollars, exhausted. Several million dollars of new capital are required, and this can only be raised by creating stock of one sort or another which will rank in front of both the ordinary and preference issues. Then, again, the *Hudson Bay Railway Scheme*, being pushed to the front. Small cash resources, and an extensive land grant have been conceded by the Dominion and the Manitoba Governments in furtherance of the project, and more may be heard of it—enough, probably, to create a fear that another rival is to the field for a portion of the North-West wheat-carrying trade. Whether this "wild-cat" project will ever be completed may be questioned, but less money may be made over it to cause uneasiness and keep Canadian Pacific Shares down.

A scale of charges for the use of the North Sea and Baltic has now been arranged. The tariff, which comes into force on the 10th inst., provides that for the use of the Canal all vessels shall pay the following charges:—(1) Laden vessels pay 60 pence per ton for the first 600 net register tons, and 40 pence per ton above that tonnage; (2) ships empty or in ballast, coasting vessels up to 50 register tons, and those coming from or going to the River Elder pay 40 pence per ton net register ton; (3) the minimum charge under (1) and (2) is 10 marks; (4) sailing vessels pay in addition for towing services 40 pence per ton for the first 200 net register tons and 20 pence per ton for the remainder; (5) the charges for supplying tug for steamers or special tugs for sailing-ships is fixed according to the size of the tug, and the time they are required; (6) from October to March inclusive the charges specified under (1), (2) and (3) will be increased 25 per cent; (7) in fixing the amount to be paid fractions of a mark will be reckoned as a mark; (8) these charges include the use of all the mooring arrangements of the Canal, not excepting pilings between Brunsholm, Rendsburg, and Friedrichsfort.—"Look-out Man" in *Fairplay*.

THE PRIVY COUNCIL.

THE RELICS OF THE "STAR CHAMBER."

It is generally known that the Privy Council is simply the dregs of the Star Chamber, that it is all that was left of that institution after the Long Parliament wiped it out as far as England was concerned. An institution hateful to the English freedom, obnoxious to English liberty, but good enough for "His Majesty's colonies and plantations." The Judicial Committee of the Privy Council still preserves a good old "Star Chamber" tradition. Its judgments (by the way, not judgments at all in form) are concocted in secret; no one knows whether the judges have agreed or whether there may not be two out of five dissenting. This reduces immensely the value of their decisions, for the opinions of three fossils go out to the "colonial" world as though they were the opinions of five men. As the *privileges* of the Privy Council has been much improved of late. But still it is far from perfect, even from the purely legal point of view. The English courts treat its decisions very cavalierly, even the puny Divisional Courts show no hesitation in over-riding them. The Council's imperfect acquaintance with Australian institutions has resulted in bringing about an undesirable system of interference in regard to the Torrens system of land-transfer, which will become worse when the system is adopted in England and the weighty Court of Appeal begins to play catch-up and down with their subject peoples as good a supreme judge to their subject peoples as they had for themselves, and as a result of the work of this Judge (the *proctor* *procurator*), an almost perfect legal system was evolved, which was respected by the Romans themselves, and in fact, afterwards superseded their own. But our Privy Council is not respected by either Englishmen or "colonial." A case in point is a recent decision on the law of negligence, in which a Melbourne tailor and his wife were, unfortunately for themselves, the leading figures. The decision in this case is the laughing-stock of all writers on negligence, and

the shuttlecock of every tin-pot court in England and Ireland. It is not even clear whether it binds Australia, for an eminent English Judge dismissed his consideration of it by contemptuously remarking that it was only binding on the "Supreme Court of Victoria."—"H.D." in *Sydney Bulletin*.

NEWS BY THE AUSTRALIAN MAIL.

The Eastern and Australian Co.'s steamship *Albion*, Capt. W. Ellis, from Sydney and ports, arrived in harbour this morning. For the subjoined telegrams we are indebted to our Colonial exchanges:—

SYDNEY, June 11th.
The well-known racing sire Nordenfeldt died to-day at St. Horden's stud farm near Pictou.

PERTH, W.A., June 13th.
Immense rich stone is reported to have been again struck in the Leodenderry mine at Coolgardie.

LONDON, June 13th.
The fund initiated by the London *Daily Telegraph* towards the national testimonial to Dr. W. G. Grace, the veteran cricketer, and in which the subscriptions were limited to 1s, now amounts to 27,000 shillings (£1,350). Lord Rothschild contributed 1,000 shillings. Subscriptions have been received from the Marquis of Salisbury, Mr. Joseph Chamberlain, M.P., and the Duke of Cambridge. A net-work of collecting centres has been arranged throughout the country.

MELBOURNE, June 17th.
At a meeting of persons interested in trotting held to-night it was decided to form an association to be called the Australian Trotting Association, under whose auspices trotting clubs in Victoria could race.

LONDON, June 17th.
The Emperor William of Germany has sent to the First Regiment of Royal Dragoons, of which he is an Honorary Colonel, a wreath in memory of the battle of Waterloo, to-morrow (18th June) being the anniversary of that event.

The question of the conviction of Oscar Wilde for the prisoner moved for leave to appeal against the finding of the jury and the sentence. The application was based upon a technical point of law, but leave to appeal was refused.

The police authorities in New York have become aware of the existence in that city of a "Suicide Club"—a society, the members of which, under certain conditions, take their own lives. Investigations have been made as to the doings of this club, and so far it has been ascertained that during the present year no less than five of its members have committed suicide.

The Board of Trade enquired into the cause of the collision between the North German Lloyd's steamer *Albatros* and the steamer *Cathartes*, of Aberdeen, in the North Sea on the morning of January 26th, when the former sank and nearly 400 lives were lost, as concluded.

The Court found that the collision was due to the improper navigation of the *Cathartes*, that the mate of the latter was at fault, and they therefore cancelled his certificate.

PERTH, June 18th.
Heavy gold has been struck in the Lady Loch mine at Coolgardie, and the rich shoot in the Leodenderry is still full of gold in the face.

LONDON, June 18th.
The Japanese authorities have invited English and American firms to tender for the building of several warships, at a total cost of £3,000,000.

The Marylebone Cricket Club has subscribed 200 guineas to the fund for a national testimonial to Dr. W. G. Grace, the cricketer.

In the House of Commons last night on the motion for the adoption of the report of the Committee of Supply, Mr. Justin McCarthy moved the elimination of the amount of the vote for the erection of a statue to the Oliver Cromwell outside the Houses of Parliament. He declared that the proposed statue was an insult to the Irish people, to whom Cromwell had proved a most determined and ruthless enemy.

Mr. John Morley, Chief Secretary for Ireland, said the debate had shown that the statue would not be a truly national memorial. As a matter of fact, Cromwell needed no statue, as his name was written in England's freedom.

The vote was then withdrawn by the Government.

The Prince of Wales will open the Fifth International Railway Congress which is to meet in London on the 16th inst. The Australasian colonies will be represented by the Agents-General, Mr. E. M. G. Eddy and Mr. Carruthers will act as additional delegates for New South Wales and New Zealand respectively. Festivities and excursions extending over four days have been arranged for the delegates, after which the proceedings of the Congress will be entered upon, the meeting extending over nine days.

SYDNEY, June 20th.
The first series of actions for damages by the sufferer of the late railway accident at Macquarie station was heard yesterday, when Mrs. Cochran claimed £10,000 for the loss of her husband, an architect, and was awarded £2,750.

BRISBANE, June 20th.
The Queensland Government are prepared, should the other colonies refuse to join, to favourably consider proposals for the construction of a Pacific cable by Great Britain, Canada, and Queensland jointly.

LONDON, June 20th.
The Manchester-Colonial Steamship Co. is being formed to run steamers with produce from New Zealand and Australia to Manchester and Glasgow, calling at the Cape. Ship-builders are taking shares in the Company.

In the House of Commons last night, during a discussion on the army, Mr. W. St. J. Brodrick, Conservative member for Guildford, moved the reduction of the salary of Mr. Campbell-Bannerman, Secretary for War, with the view to ensure the Government's "the deficient supply of small arms and equipment."

Mr. Campbell-Bannerman declined to reveal the amount of the stocks which, he said, had hitherto always been kept secret. Experts assured him that the stocks were quite sufficient.

Mr. A. J. Balfour said that he suspected that the Government concealed the figures, as they did not believe it possible to comply with the regulations.

It was asserted during the debate that one firm alone delivers 5,000,000 cordite cartridges yearly.

Mr. Joseph Chamberlain said that the Japanese had provided themselves with 700,000,000 cartridges for the war.

The voting for Mr. Brodrick's motion was 125, and against 125.

The *Daily News* declares that the defeat was the result of an ingenious artifice and the work of traitors.

It has transpired that seven Ministers were absent from the division.

The *Daily Chronicle* states that Mr. Campbell-Bannerman privately counselled Mr. Balfour prior to the meeting of the House that day and it was understood that Mr. Balfour promised that the Opposition would support the Government, but afterwards betrayed them.

June 23rd.
The Manchester newspaper advises local importers to offer the same financial facilities as London enjoys, in order to secure an opening for Australian produce here.

LEGAL NOTINGS.

IN RE MORTGAGE, JONES V. PALMER.

A testator bequeathed to the Yacht Racing Association a sum of £20,000 to be invested in the names of trustees, to be approved by the Council of the Association, who were out of the annual income to purchase annually a cup to be called "The Mortgage Cup," which was to be given to the most successful yacht of the season of over 200 tons. The testator stated that his object in giving this cup was to encourage the sport of yacht-racing, and directed that in the event of the Association ceasing to exist, the trustees of the fund should pay and make over the same to the trustees to be appointed by the council or committee of the Royal Thames Yacht Club, by whom the fund was to be held on similar trust to those before declared. The question was whether this gift was valid.

Kewitch J. referred to Commissioners for Income Tax v. Pemsel, (139) A. C. 513, and to Lord Stothard and Campbell, (854) 3 Ch. 265, and said that he could not hold that the object of giving this cup was to encourage the sport of yacht-racing was beneficial to the community in the sense in which phrase was used by Lord Macnaghten and other judges so as to constitute this gift charitable. He held, accordingly, that the gift, not being charitable, was void for remoteness. — *Weekly Notes*.

BRODRICK V. BALFOUR & CO.

This was an appeal by A. Salomon from a decision of Vaughan Williams J. The Court (Lindley, Lopes, and Kay L. J.) dismissed the appeal, prefacing their order with a statement of the opinion of the Court "that the formation of the company, the agreement of August, 1893, and the issue of debentures to A. Salomon pursuant to such agreement, were a mere scheme to enable him to carry on business in the name of the company of limited liability, contrary to the true intent and meaning of the Companies Act, 1862, and further to enable him to obtain a preference over other creditors of the company by procuring a first charge on the assets of the company by means of such debentures." — *Weekly Notes*.

THE "HERWARD."

Motion by the minority owners in an action of restraint for the sale of the ship *Herward* on the ground that the majority owners had formed a limited company to which they had transferred their shares and thereby increased the liability of the minority owners, r. ordered their shares unsaleable, and prevented the profitable working of the ship in the interests of all concerned.

Held, by Bruce J., that majority owners had no right to change the character of the ownership of the ship without the consent of all parties concerned, and, therefore, as there was a declaration of nullity in the Court under section 3 of the Admiralty Act, 1891, to direct the sale of the whole ship on the morning of the priority, there would be a decree for sale, but the order would lie in the Registry for four days to enable the majority owners to come to an agreement with the minority for the purchase of the shares of the latter. — *Weekly Notes*.

BRACE V. CALDER AND OTHERS.

May 30th.
The defendants, a partnership consisting of four members, agreed to employ the plaintiff as their agent for a certain period. The plaintiff entered into their service under the agreement, but, before the period had expired, two of the partners retired, and the business was transferred to and carried on by the other two. The continuing partners offered to employ the plaintiff on the same terms as before for the remainder of the period, but he refused their offer.

Held, in an action for wrongful dismissal, by Lopes and Alby L.J.J., Lord Esher M.R. dissenting (reversing the judgment of Wright J.), that the dissolution of the old partnership operated as a wrongful dismissal of the plaintiff, but that he was only entitled to nominal damages. — *Weekly Notes*, June 1st, 1895.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Capital authorised £3,500,000
Capital issued and paid up £2,500,000
Debtenture Stock (3½ per cent.) £500,000
Debtentures authorised but not issued £500,000

The report of the Board of Directors of the Peninsular & Oriental Steam Navigation Company, presented at the annual and ninth half-yearly meeting on Wednesday, the 12th June, 1895, is as follows:—

12, Leadenhall-street, E.C., 1st June, 1895.
The Directors have now to submit their report for the half-year which ended on the 31st March. As the proprietors are aware, the half-yearly meetings are held for the purpose of receiving reports and declaring a dividend in anticipation of the results of the year's work, of which the accounts are submitted at the close of that period.

FLYER.
The usual table of the Company's fleet will be found prefixed to this report.

At the date of the last report the *Calcutta* had made her first voyage to Bombay, and this vessel has now completed four voyages with marked success.

Two of the new steamers, built more particularly for the Calcutta trade, viz. the *Sunda* and *Nadia*, have commenced their work on that line, and a third vessel of a similar type, named *Malta*, will shortly take up duty on the Calcutta station.

Besides the *Malta*, the company have four other steamers of large capacity under construction, which have been named the *Borneo*, *Symaria*, *Siamon* and *Sunda*, and these four vessels will be commissioned during the course of the present year.

Quite recently the Directors have contracted for two steamers of the *Calcutta* type, but larger and of superior capacity as passenger steamers. One of these vessels is being built by Messrs. Caird & Co. and appears in the list as the *India*, and the other, which is being constructed by Messrs. Harland & Wolff, is designated as the *China*. Both steamers will be in readiness for the autumn passenger season of 1895.

The *Atiam* and *Calcutta* have been sold. Ten steamers altogether have been disposed of in little more than a year.

During the period to which this report refers, the Company's services have been carried on with the utmost efficiency.

TRANSPORT.
The *Victoria* and *Brijanika*, which were employed during the whole of last winter in carrying troops to and from India, were released from that service at the end of March, and resumed their ordinary employment. The Directors are happy to be able to add that the Admiralty, after submitting the service to public tender, have selected the same two steamers for the coming transport season of 1895-6.

AUSTRALIAN MAIL CONTRACT.
The Directors have recently entered into a new contract for the conveyance of the Australian mails, which is practically a continuation of the existing arrangement to the end of January, 1896, so that the mail services in connection with the colonies now synchronous with those approximating to the Indian and China trades.

THE MANAGEMENT.

Mr. Baltham, who had acted for 20 years as Secretary, resigned his appointment recently, after a total length of service extending to half a century. The Board has appointed Mr. H. H. Joseph to fill the post just rendered vacant. Mr. Joseph has been abroad for upwards of 20 years, serving in various capacities at various agencies. The appointment which he latterly held was that of the company's chief representative in China.

As the proprietors are aware, the death of settlement provides for the appointment of three managing directors, but since the death of Mr. Henry Bayley in 1887 his place has never been filled up, and the arduous duties of the management have fallen on Sir Thomas Sutherland and Mr. Barrow, who have, however, been assisted by a very able staff. As the time approaches when the mail contracts will absorb a very special amount of attention, and as the character of the Company's business tends every year to become more extensive and complicated, the managing directors have suggested, and the Board has agreed, that the duties of the third managing director should now be filled up.

Acting, therefore, on the precedents which have always guided them in connection with the management, viz. that of promoting a member of the staff to the highest executive office, the Board now recommends that Mr. Adam Tall, one of the Company's assistant managers, should be promoted to fill this vacant post. Mr. Tall was for several years attached to the company's agency in Bombay, and for some time resident at that important station, but for the last 15 years he has been attached to the management in London, in which capacity he has afforded the Board an ample opportunity of estimating the great value of his services. The Directors have therefore much pleasure in submitting to the proprietors that Mr. Tall be elected to a special general meeting, to be held pursuant to notice, as an ordinary member of the Board, in order that he may be appointed thereafter a Managing Director.

GENERAL REMARKS.
During the period under review the Company's receipts, both in passenger-money and freight, have been larger than in the corresponding period of last year, but unfortunately the low rate of exchange has neutralised this increased revenue. Considering all the circumstances, it may perhaps be deemed satisfactory that the revenue has, on the whole, been so well maintained, because the export trade to all parts of India has been not only bad, and until recently the same might have been said of the outward business to China and Japan.

The Australian export trade, which was at a very low ebb last year, showed improvement during the half-year, but as a set-off in that respect the home trade business from the Colonies has been less productive, so far as the Company's experience goes. On the other hand, the import business from other parts of the East has been more successful, and the Company would have derived benefit therefrom but for the very unfavourable rates at which remittances were made.

On the whole, the record of the half-year, though not disappointing, is not indicative of a general revival of trade. It is difficult to estimate with exactness what the bearing of the expenditure account may be on the working of the year, but it may be assumed that it will not be less than that of last year. Allowing, however, for this contingency, the returns of the half-year show adequate margin for the usual interim dividend, which the Directors have, therefore, great pleasure in recommending at the rate of 5 per cent. per annum on the preferred, and 7 per cent. per annum on the deferred stock, for which the dividend warrants will be payable on and after the 19th inst.

By order of the Board of Directors,
H. H. JOSEPH, Secretary.

SHIPPING AND MAIL NEWS.

MAILS DUE:
English (*Katar* & *Hind*) 12th inst.
Indian (*Chakrad*) 13th inst.
Canadian (*Empress of Japan*) 16th inst.
Australian (*Taiyuan*) 17th inst.
Tasmanian (*Tasmania*) 19th inst.
American (*Fern*) 19th inst.
American (*Pacific*) 20th inst.

The Canadian Pacific Railway Co.'s steamship *Empress of Japan* arrived at Kobe at 11 a.m. yesterday, and left again at midnight for this port, via Nagasaki and Shanghai.

The Canadian Pacific Railway Co.'s steamer *Empress of India* arrived at Kobe at 9 p.m. yesterday, and left again at 10.30 a.m. to-day for Vancouver, etc. Yokohama.

The Agents (Messrs. Dowell, Carill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Taiwan* arrived at Yokohama from Tacoma, and left there for this port yesterday.

SEVENTH RETURN.
From 6 p.m. yesterday to 6 p.m. to-day.
ARRIVALS.
Peking from Canton.
Brabant from Hongkong.
Albion from Sydney.
Albion from Sydney.
Albion from Sydney.

DEPARTURES.
Albion to Canton.
Brabant to Hongkong.
Albion to Sydney.
Albion to Sydney.
Albion to Sydney.

THE *Belgian* steamship *Albion* left Sydney on the 10th inst. at 5.30 p.m. Brisbane on the 21st, Townsville on the 24th, Cooktown on the 27th, Port Darwin on the 30th, and arrived at Hongkong on the 3rd inst. The weather with light winds and smooth sea was experienced to Brink Island, after which, occasional heavy rain squalls with smooth sea, and a strong easterly wind from the China Sea had light northerly winds and smooth sea with smooth sea. Wind veering to north-west as the China coast was approached.

HONGKONG AND WAMPONG DOCK RETURN.
P. C. C. Kiao in Kowloon Dock.
Kiang Tung in Kowloon Dock.
Nanyang in Kowloon Dock.
Taiyang in Kowloon Dock.

THE "YARRA" DIFFICULTY.
It is particularly certain, says the *Times* of *Ceylon*, that there will be litigation over the detention of the *Yarra* in Ceylon. The steamer was detained for nearly nine days, through no fault of her own, and there is little question that the Ceylon Government will be called upon to pay for the detention, as they for the engineering work

that was entailed in clearing the *Yarra's* propeller of the dredger's cable that got round it. The latter work was entrusted to Messrs. Walker, Sons & Co., whose bill to the M.M. Company has been forwarded by Mr. Ruland, the agent of the Company, to the local Government, and Government has replied acknowledging the receipt of the claim, and stating that the bill has been forwarded to the Master Attendant for his report. This bill, of course, is not for the only one the M.M. Company will have to make, but simply a preliminary one. For every day's delay there is in the delivery of the mails the Company has to pay to the French Government (under the terms of their subsidy) a sum of £200, and the French local agency makes out against the *Yarra* (counting from the last day's grace) a dead day of five days in regard to mail transport. This will form the subject of an action later unless the Ceylon Government at once admits all claims and settles them. There is, however, little likelihood that the local Government will fight any claims that are made. The accident to the *Yarra* seems to have been the result of the carelessness of a woman locally, and the French company are determined to get redress for it. It is alleged, we believe, that the *Yarra* lies with the Harbour Engineer's department, as the steamer of the dredger moored his vessel in a way contrary to orders from the pilots—*Times of Ceylon*.

HE INVESTED ONLY 7/6.
There is a man who has spent the past twenty-five years of his life exploring for gold and other minerals in Queensland, New South Wales, Victoria, Tasmania, and New Zealand. He has no doubt picked up some money, but he says that the investment of 7/6 brought him in higher returns than any other he ever made.

Yet, hold on a minute. Don't let us jump to the conclusion that we can all get rich out of the proceeds of 7/6. We hear further from this financier. He has no intention of being a professional gambler, but he will have no idea that sound sense and good luck are twin brothers, but they are all the same.

Our friend's name is William Broadbent Peck, and he lives at Russell, New Zealand, a long way off. He says it is a lovely country and intends to stay in it the balance of his days. As he landed in Australia, from England, in 1855, he has been there long enough to know about the best places to dig for gold. He has limited means who would like to become small landholders to emigrate to New Zealand.

Still, he reminds us that in the end we must pay for what we get. "The calling of a prospector, for instance," says Mr. Peck, "is full of hard work. Besides, it entails rough living, such as salt junk, soddened damper, with tea in buckets full. One must have the digestive capacity of an ostrich or an alligator to stand that diet for long. It must therefore be taken as proof of the good machine inside of my system, when I mention that I actually stood it for nearly twenty-five years."

"My punishment was delayed, you see, but it didn't fail. At last the climax came, and I was prostrated with agonising pain in the stomach and all the other symptoms of a profound derangement of all the digestive organs. I had to knock off work and cease all exertion. I was imbued with disgust with all these mundane. I believe that dyspepsia is responsible for a large portion of the world's ills!"

Mr. Peck's conjecture is exactly parallel with the fact as set forth in the official statistics of all civilised countries. No other disease so demoralises and depresses human nature. It attacks the secret stronghold of the reason and drives people insane. It weakens the sensibilities; it turns men and women into brutes, makes weakness a habit, and leads them to commit crime. All this in addition to their own degradation and suffering. Yes, Mr. Peck is quite right.

But to get back to what he says about himself. "At the advice of a friend—Mr. W. Williams of this place—I began to take the far-famed Mother Selge's Curative Syrup. What result did it have? I'll tell you. It has transformed me from a prematurely old man into one quite vigorous."

I am a rapid eater and can't break myself of the bad habit. Hence I make a point to keep a bottle by my bedside and an occasional dose when necessary to set me right.

I can safely assert that the investment of 7/6 in Mother Selge's Curative Syrup was the best I ever made in all my misguided career. You may depend that I prescribe this medicine to all and sundry people I come in contact with. Prior to using it I spent pounds at different times, but only got partial relief. The Syrup seems to make straight for the seat of the trouble. I am free from all the old troubles, and I am now able to do my work as well as ever. There are many number of respectable persons here who can attest the truth of what I have written.—Respectfully (Signed) Wm. Broadbent Peck, Russell, Bay of Islands, New Zealand, July 2nd, 1895.

We don't call for witnesses. Mr. Peck's tale is frankness and truth itself. We hold out our hand in greeting across the sea. Dyspepsia is a little devil, and Mother Selge gives new life. Millions sing that short. But he had better eat slower. Write again and tell us you are doing so. Friend Peck.—(Advt.)

TO BE LET.
ROOMS AND SECOND FLOOR OF QUEEN'S ROAD CENTRAL, No. 9.
Apply to
REUTER, BROCKELMANN & Co.
Hongkong, 29th June, 1895.

TO LET.
DWELLING HOUSES.—
HOUSES IN RIFON TERRACE.
ONE FLOOR IN BURN BUILDINGS.
No. 28, RIFON TERRACE, KOWLOON.
OFFICES.—
FIRST FLOOR No. 7, FRAVA CENTRAL, at present occupied by Messrs. HOLLAND, WINE & Co.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 22d July, 1895.

TO LET.
THE eight roomed HOUSE, No. 27, CAINE ROAD, occupation from FIRST SEPTEMBER next.
Apply to
DAVID BASSOON, SONS & Co.
Hongkong, 10th July, 1895.

Intimations.
MR. CHADWICK-KIEW.
(LATE OF FOATE & MOBLE.)
HAS OPENED HIS Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUFF & Co. Tenth filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and EXTRACTED.

PLATES A SPECIALITY.
Hongkong, 7th June, 1895.

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY
Hongkong, 19th June, 1895.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the COMPANY'S OFFICE, No. 9, FRAVA CENTRAL, on MONDAY, the 15th July 1895, at 12 NOON, when the Subjoined Resolution which was passed at the Extraordinary General Meeting held on the 29th June, 1895, will be submitted for confirmation as a Special Resolution:—

"That the words 'and the Company may at any time by Special Resolution reduce its Capital in any manner permitted by law' be added at the end of Article No. 19 of the Articles of Association of this Company."

Dated the 29th June, 1895.
SHEWAN & Co.,
General Manager.

TO SHIPMASTERS.
STEAM WATER-BOAT COMPANY.
THE Undermanned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively Supplying FILTERED WATER.
Despatch Guaranteed. Call Flag "W."
J. W. KEW & Co.,
14, FRAVA CENTRAL.
Hongkong, 19th November, 1894.

SPANISH WINES.
THE Undermanned having been appointed SOLE AGENTS in HONGKONG and CHINA for the

COMPANIA VINICOLA DEL NORTE DE ESPANA, Bilbao, ARVILLA & Co., Cadix, and

SANCHEZ MEDINA, J

Intimations.

NOURISHING & REFRESHING



BOVRIL WINE.

SOLE CONSIGNEES, WATKINS & CO.

For Sale.

"FOR THE BLOOD IS THE LIFE."

CLARK'S
WORLD-FAMED
BLOOD MIXTURE

THE GREAT BLOOD-PURIFIER AND RESTORER.

FOR cleansing and clearing the blood from all impurities it cannot be too highly recommended.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure.

It Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blisters, or Pimples on the Face.
Cures Scalds.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all impure matter.
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS.
Clark's Blood Mixture is sold in Bottles of 25, 50, and 100, and in cases, containing six times the quantity, 150, sufficient to effect a permanent cure in the great majority of long-standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midlands Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture."CLARK'S BLOOD MIXTURE.
CAUTION.—Purchasers of Clark's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midlands Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clark's World-famed Blood Mixture," blown in the Bottle, without which none are genuine.SOCIÉTÉ ANONYME
DES
FORGES, FONDERIES ET
LAMINOIRS DU MARAIS,
MONTIGNY SUR SAMBRE (BELGIUM).
L. LEBRUN, 190, MANAGING DIRECTOR.
First Quality Iron.
Merchant and
Girders, and
Corrues, TRADE
T-U-2 Irons, Wagon
Balls for Mines, Wheels, and
Iron for Rivets, MARK
and Castles, CONSTRUCTIONSJOHN D. HUTCHISON, Esq., Hongkong,
Agents for M. OPPENHEIMER & Co., Paris.

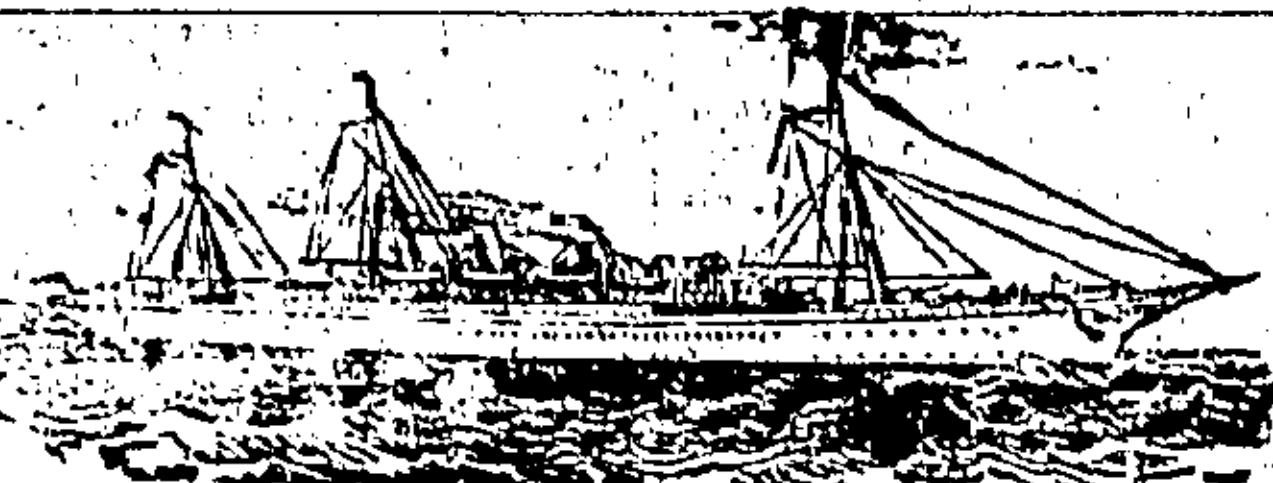
NOTICE.

THE Undersigned has been Appointed Sole
AGENT for WOOD & Co.'s well known
COW BRAND OF BUTTER,
AUSTRALIAN TABLE BUTTER,
in all the Straits. Fresh Stocks always on hand.
Special Terms to the Trade.
GEO. F. LAMMERT,
Doddrell Street.
Hongkong, 20th April, 1895. [106]THE FREDERICKSBURG BREWERY Co.'s
LIGHT PALE ALE,
Unsurpassed in quality
and highly recommended
by persons of
Refined Taste.Makes a delicious and
comforting drink
during Summer Months.
H. E. BOTTLEWALLA,
SOLE AGENT,
No. 3, D'Agulhar Street.
Hongkong, 5th March, 1895. [197]Relieves the scal-
ding pain at once
and
CURES
all discharges from
the genito-
urinary or-
gans in either
sex in
48 HOURS.
Santal-Midy is a
specific
for
Cystitis
and causes
no inconvenience.
Beware of Imitations.
Each tiny Capsule
bears the name
SANTAL MIDY.
2, RUE VIVIENNE, PARIS.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 24th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 14th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 4th September.THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various ports at reduced rates, Good for 4, 5, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddis Street.

Hongkong, 3rd July, 1895.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.
Bala (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) Saturday, 20th July,
at Noon.Coptic (via Nagasaki,
Kobe, Inland Sea &
Yokohama) Thursday, 8th August,
at Noon.Galle (via Nagasaki,
Kobe, Inland Sea &
Yokohama) Tuesday, 27th August,
at Noon.THE Steamship
"BELGIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU ON SATURDAY, the
20th July, at Noon. Connection being made at
Yokohama with Steamers from Shanghai.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embur-
sing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo, des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.J. S. VAN BUREN, Agent,
Hongkong, 18th June, 1895. [1]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.J. EYES
FLUID
THE BEST
DISINFECTANTAVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1895. [10]

Mails.

OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
(Subject to Alteration.)Albatross... Saturday... 19th July.
Chillicothe... Wednesday... 16th Aug.
Albatross... Saturday... 16th Sept.TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.THE Steamship
"ALBATROSS"
will be despatched hence for PORTLAND,
OREGON, via AMOY, and KOBE, YOKO-
HAMA, on or about the 13th July.Consular Invoice of Goods for United States
Ports should be in QUADRUPPLICATE; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, 8th July, 1895. [134]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR
AND EASTERN CITIES OF THE UNITED STATES
AND CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table.
DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY AND CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)Victoria... 31st July... Tuesday... 1st Aug.
Tacoma... 24th Aug... Tuesday... 27th Aug.Hankow... 30th Sept... Tuesday... 3rd Oct.
S.S. Victoria... 1st Oct... Tuesday... 4th Oct.Tacoma... 24th Oct... Tuesday... 27th Oct.
Hankow... 30th Nov... Tuesday... 3rd Dec.THE Steamship
"VICTORIA"
Captain J. Pantou, R.N.R., sailing at Noon, on
TUESDAY, the 16th July, will proceed to VIC-
TORIA, B.C., and TACOMA, via SHANGHAI,
INLAND SEA, KOBE and YOKOHAMA.Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canada and
United States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 26th June, 1895. [4]

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS.LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.N.E.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)Bayern... Monday... 22nd July.
Sachsen... Monday... 16th Aug.Gala... Monday... 16th Oct.
Prins Heinrich... Monday... 11th Nov.Prinzess... Monday... 9th Dec.
Sachsen... Monday... 3rd Jan.

Gala... Monday... 3rd Feb.

ON MONDAY, the 22nd day of July, 1895,
at 3 P.M. the Company's Steamship
"BAVARIAN," Captain Schneider, with MAIL,
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
GENOA.Shipping Orders will be granted till Noon on
SATURDAY, the 20th July. Cargo and Specie will
be received on board until Noon on MONDAY
the 22nd July, and Parcels will be received at the
Agency's Office until Noon on SUNDAY, the 21st
July. Consular Invoices are required. No
Parcel Receipts will be signed for less than 25
Pounds, and Parcels shipped not exceed Two Feet Cubic
in Measurement.The Steamer has splendid Accommodation
and carries Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 5th June, 1895. [100]

For Sale.

IMPORTANT INTIMATION.
NOW READY!

(PUBLISHED BY AUTHORITY.)

FOURTEENTH ISSUE.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST,"
A DIRECTORY AND WORK OF REFERENCE
ON ALL IMPORTANT LOCAL SUBJECTS FOR
HONGKONG, MACAO, CHINA, JAPAN, THE
STRAITS SETTLEMENTS, SIAM, INDO-CHINA,
NORTH BORNEO, THE PHILIPPINES, AND
KOREA, FOR THE YEAR 1895.

PRICE THREE DOLLARS.

"THE HONGKONG DIRECTORY"
has again been enlarged and will be
found
THE CHEAPEST, MOST COMPLETE, AND
MOST RELIABLE WORK OF THE KIND
EVER PUBLISHED IN THE
FAR EAST.THE above named work, published at the
Office of "THE HONGKONG
TELEGRAPH," contains a Directory for the
Ports in the large portion of Asia between
Peking, in the Straits Settlements, and the
Northern Chinese Ports, including Vladivostok,
Formosa, the Treaty Ports of China and Japan,
Cochin-China, the Philippine Islands, Korea,
British North Borneo, the British Colony of
Hongkong, and the Portuguese Colony of Macao.
It also contains the Principal Treaties between
European countries and the United States and
the countries East of the Straits, including the
Treaties and Conventions between China and
Great Britain, France, Germany, Russia, the
United States of America, Brazil, Japan, Peru,
Spain, and Portugal; together with conditions
of Trade, and the Port, Customs, Consular, and
Harbour Regulations for the Ports of China and
Japan; also descriptions of the various Ports,
with the latest Trade Statistics, taken from the
Reports of the Imperial Maritime Customs and
other reliable sources.The various Governments and Municipal
Corporations, and all Public Bodies and Companies,
Bankers, Merchants, Consuls, Professional men,
and other Residents, have supplied the necessary
matter, upon forms specially sent for that pur-
pose so as to ensure accuracy. The Naval and
Military portions have been taken from the
latest published official lists and revised at
Head-quarters. In fact, no pains have been
spared to make "THE HONGKONG DIRECTO-
RY AND HONG LIST FOR THE FAR EAST"
a handy and perfectly reliable book of reference
for all classes.In addition to the information enumerated
above "THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" for 1895
contains a carefully revised
INDEX TO THE ORDINANCES OF
HONGKONG.A SPECIAL LIST OF FOREIGNERS
employed in Steamers, making short voyages
from Hongkong.THE PRIVATE RESIDENCES
of the Principal Government Officials, the Lead-
ing Merchants, the Foreign Consuls,
Professional Men, Justices of
the Peace, &c.A LADIES DIRECTORY FOR HONGKONG.
The latest and only reliable
PLAN OF THE CITY OF VICTORIA,
showing the proposed Reclamations and all
recent additions and improvements,
AND
A Mass of interesting information on various
subjects, culled from the most trustworthy
sources.A CHAPTER ON SPORT
gives all statistics up to date regarding the Derby,
St. Leger and other great events, Athletic records,
the WINNERS of all IMPORTANT RACES
at HONGKONG, SHANGHAI, FOCHOW,
and AMOY, with times, and other interesting
particulars, carefully compiled from the most
reliable sources; making "THE HONGKONG
DIRECTORY AND HONG LIST FOR THE FAR
EAST," a valuable source for all classes of
sportsmen."THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" for 1895
is printed on a superior quality of Paper,
and is the best printed and most handsomely
bound volume ever published East of the Suez
Canal."THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" offers
Special Advantages as an Advertising Medium.
It has an extensive circulation in all Ports
between Singapore and Newchwang, in the
Australian Colonies, the United States, and
the United Kingdom, and the scale of charges
has been fixed at an exceptionally low rate.
Terms can be learned on application.Suggestions for the improvement of this work
are respectfully solicited.Orders for COPIES, and for ADVERTISE-
MENTS, may be sent to the Agents at the various
Ports, or to the Office of
"THE HONGKONG TELEGRAPH,"
PATERSON'S HILL, HONGKONG.Printed and Published by CHESNEY
BUNNELL & Co., 4, Prater's Alley, in the City
of Victoria, Hongkong.